



**Item 4**

**22<sup>nd</sup> August 2018**

**Glasgow Community Planning Partnership**

**Calton Area Partnership**

**Report by Executive Director of Neighbourhoods and Sustainability**

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**ROADS INVESTMENT STRATEGY 2018/19**

**Purpose of Report:**

The purpose of this report is to present the 2018/19 Road Assets Investment Strategy and Programmes.

The first tranche of resurfacing schemes for Ward 9 is also presented in the appendix of this report.

**Recommendations:**

The Area Partnership is asked to

- (1) note the content of this report and the 1<sup>st</sup> tranche of the carriageways and footways to be resurfaced in the coming year, within Ward 9 as detailed in the appendix; and
- (2) provide feedback with suggested carriageway and footway resurfacing schemes to be assessed for potential inclusion within a 2<sup>nd</sup> tranche resurfacing programme.

## **1. Introduction**

- 1.1 This report presents the 2018/19 Roads & Footways Investment Strategy and details the impact and key benefits that this strategy will deliver.
- 1.2 Investing in Glasgow's road network is crucial as it supports economic development and brings important social benefits. It supports the environment, builds resilience, helps to protect Glasgow's most vulnerable citizens and contributes to the City's vibrancy and sustainability.
- 1.3 The strategy is developed by using data from customer reports, surveys and condition data to determine the roads and footways in the worst condition and what will be achievable with the level of funding available.
- 1.4 The strategy will be delivered in two tranches. The first tranche of schemes has been developed as part of an optimised programme for the strategic routes. There is an opportunity going forward for the second tranche to be informed through Area Partnerships and further community engagement forums, ensuring that a significant proportion of the investment is informed by local communities and stakeholders. All suggested schemes will be assessed and placed on a ranked list and works are prioritised by assessing condition, risk and community benefit. If the scheme is of particular importance to the community, any supplementary information on its community benefit helps to ensure that local knowledge is used to improve outcomes for local people. Engineering decisions, such as treatment type etc., will remain the responsibility of qualified officers.

## **2. Public Consultation and Engagement**

- 2.1 Public consultation and engagement forms the key element of the investment strategy, ensuring a significant proportion of the investment is informed by local communities and a variety of stakeholders including:
  - Community Councils
  - Resident Associations
  - Housing Associations
  - Public Transport Operators
  - Police Scotland
  - Scottish Fire and Rescue
- 2.2 Public reports for 2017/18 show that 93% of public concerns are in relation to carriageway condition; 7% relate to footways. Main roads attract over three times as many customer complaints as local roads.
- 2.3 Data from a number of sources is also used in addition to the information received via public consultation to assist in determining the roads and footways that should be considered for maintenance treatment. Sources include; safety inspections, the Road Condition Index, public liability claims, bus & taxi surveys, inspections and condition assessments.

### **3. Carriageway Programmes**

- 3.1 The condition of the carriageway network has gradually improved since 2012 and 30.5% of carriageways should currently be considered for maintenance treatment. However, the winter weather of 2017/18, including the 'Beast from the East', has had an adverse impact upon the carriageway network.

Therefore, resources are focused on;

- Controlling the ongoing pothole issue as a result of the sustained periods of winter weather;
- Permanently patching the highly trafficked roads that customers complain about most; and
- Resurfacing of the poorest condition neighbourhood roads.

This has been largely achieved by continuing the accelerated programme of temporary pothole repairs and follow-up carriageway patching, implemented in anticipation of the sustained periods of winter weather, which will show a reduction in the number of publicly reported potholes and number of third party claims the Council receives.

This programme has allowed for approximately 23,000 pothole repairs and 1,500 permanent patches to be carried from January to June 2018.

- 3.2 The resurfacing schemes identified as part of the investment strategy will aim to reduce the impact and continuing pressure on our carriageways, due to extreme weather events, utility activity and increased traffic use. The strategy will assist the Council priorities to bring roads to a good standard of repair within five years and to permanently repair and resurface defects first time.

### **4. Footway & Cycleway Programme**

- 4.1 Current footway condition data indicates that 18% of the footway network should be considered for maintenance treatment, with 2% exhibiting structural deterioration.

- 4.2 In addition to the 2018/19 investment, £2m of last years' strategy is also to be spent on upgrading the condition of local footway thoroughfares. This investment will enhance the aesthetics in these highly pedestrianised areas to deliver vast improvements to the major footways throughout Glasgow. The works will improve the walking environment with the installation of dropped kerbs and repairs to tactile paving carried out, as required.

### **5. Other Assets**

- 5.1 Approximately 2.3km of vehicle safety barriers are no longer fit for purpose. These are to be replaced as part of the investment strategy to arrest further deterioration and maintain public safety.

5.2 Finally, the investment strategy also includes provisions for improvements to the drainage asset. This will allow for the resolution of long term drainage issues which will assist in improving customer satisfaction.

## **6. Outcomes**

### **6.1 Carriageways**

By permanently patching every main road in the City in addition to resurfacing approximately 30km of the poorest condition neighbourhood roads, we will be able to sustain the current low number of potholes reported, further reduce the number of claims and improve the level of customer satisfaction.

### **6.2 Footways & Cycleways**

The completion of the footway thoroughfare improvements will improve the walking environment for pedestrians, in addition to creating a safer network for Glasgow's vulnerable people with the creation of crossing points where required.

All footway investment will support the promotion of active travel, further reduce the number of claims and improve the level of customer satisfaction.

### **6.3 Other Assets**

The replacement of the vehicle barriers that are no longer fit for purpose and the resolution of long standing drainage issues will provide a safer network for Glasgow's vulnerable people and improve the level of customer satisfaction.

## **7. Life Cycle Planning**

7.1 Recent levels of investment have prevented further deterioration of our roads assets but has not been sufficient to improve the condition of the road network. The underlying structural condition of our carriageway asset remains a significant risk, especially as a result of the winter weather of 2017/18, including the 'Beast from the East'. Increasing the level of investment would facilitate a more proactive, preventative investment strategy that would improve the condition of the road network in a cost effective, long term basis.

## **8. Recommendations**

### **8.1 The Area Partnership is asked to**

(1) note the content of this report and the 1<sup>st</sup> tranche of the carriageways and footways to be resurfaced in the coming year, within Ward 9 as detailed in the appendix; and

- (2) provide feedback with suggested carriageway and footway resurfacing schemes to be assessed for potential inclusion within a 2<sup>nd</sup> tranche resurfacing programme.

## Appendix

### 1<sup>st</sup> Tranche - Ward 9 Resurfacing Schemes

#### Carriageway Resurfacing Schemes

Street Name	Extents
MacKeith Street	James Street To Tullis Street
Albany St	Full Length
Dalriada St	Full Length

#### Carriageway Thin Surfacing Schemes

Street Name	Extents
Queen Mary Street	Dalmarnock St to Baltic St
Baltic Street	Between Ruby St and Queen Mary St
Ruby Street	Full Length
Fielden Street	London Rd to Crownpoint Rd

#### Footway Resurfacing Schemes

Street Name	Extents
Duke Street	John Knox Street to Bellgrove Street
High Street	Bell St to Gallowgate (east footway)